

52-17

PH 0692433

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**  
FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED NOV 27 1978

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Cumberland Gap Historic District - Virginia/Kentucky/Tennessee

AND/OR COMMON

Cumberland Gap Historic District - Virginia/Kentucky/Tennessee

**2 LOCATION**

STREET &amp; NUMBER

U.S. 25E and Virginia 58

CITY, TOWN

Gibson Station/Middlesboro/Harrogate

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

9th/5th/2nd

STATE

Virginia/Kentucky/Tennessee

CODE

51/21/47

COUNTY

Lee/Bell/Claiborne

CODE

105/013/025

**3 CLASSIFICATION**

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

☒ DISTRICT☒ PUBLIC☐ OCCUPIED☐ AGRICULTURE☐ MUSEUM☐ BUILDING(S)☐ PRIVATE☒ UNOCCUPIED☐ COMMERCIAL☒ PARK☐ STRUCTURE☐ BOTH☐ WORK IN PROGRESS☒ EDUCATIONAL☐ PRIVATE RESIDENCE☐ SITE

PUBLIC ACQUISITION

ACCESSIBLE

☒ ENTERTAINMENT☐ RELIGIOUS☐ OBJECT☐ IN PROCESS☐ YES: RESTRICTED☒ GOVERNMENT☐ SCIENTIFIC☐ BEING CONSIDERED☒ YES: UNRESTRICTED☐ INDUSTRIAL☐ TRANSPORTATION☐ NO☐ MILITARY☐ OTHER:**4 AGENCY**

REGIONAL HEADQUARTERS: (if applicable)

Department of the Interior, National Park Service, Southeast Region

STREET &amp; NUMBER

1895 Phoenix Boulevard

CITY, TOWN

Atlanta

VICINITY OF

STATE

Georgia 30349

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE

REGISTRY OF DEEDS, ETC.

Clerk of Lee County/Bell County/Claiborne County

STREET &amp; NUMBER

CITY, TOWN

Jonesville/Pineville/Tazewell

STATE

Virginia/Kentucky/Tennessee

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Davis and Neeley

DATE

1945

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Cumberland Gap National Historical Park

CITY, TOWN

Middlesboro

STATE

Kentucky 40965

## 7 DESCRIPTION

### CONDITION

☐ EXCELLENT

☐ GOOD

☒ FAIR

☐ DETERIORATED

☒ RUINS

☐ UNEXPOSED

### CHECK ONE

☐ UNALTERED

☒ ALTERED

### CHECK ONE

☒ ORIGINAL SITE

☐ MOVED

DATE \_\_\_\_\_

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### CUMBERLAND GAP HISTORIC DISTRICT - VIRGINIA, KENTUCKY, TENNESSEE

This district comprises that portion of the Cumberland Gap vicinity which lies within the boundaries of Cumberland Gap National Historical Park. Cumberland Gap is a notch in a narrow section of Cumberland Mountain, part of the Allegheny chain, encompassing the southwestern tip of Virginia, the southeastern corner of Kentucky, and the north-eastern corner of Tennessee. The Gap is the result of a block fault running perpen-dicular to the axis of the mountain. The ridge of the mountain runs generally from northeast to southwest and the Gap is delineated by two peaks: to the northeast is the Pinnacle, and to the southwest is Tri-State Peak where Kentucky, Tennessee, and Virginia meet. A natural passage through the Gap runs northwest from 1350 feet elevation at the base of the mountain in Virginia, enters Kentucky at 1650 feet in the "saddle of the Gap", then curves southward as it descends the western slope to 1150 feet at the base of the mountain. The Pinnacle is 800 feet above the saddle at 2440 feet and Tri-State Peak is 1980 feet in elevation. Originally covered with Oak-Chestnut hardwood forest, the present flora is second and third growth mixed hardwood forest.

The portion of the district in Virginia extends to the east of the ridge of Cumberland Mountain forming a 3000 foot long triangle. The Kentucky portion extends northeast of the ridge on the western slope forming a rough rectangle about 4500 feet by 3000 feet. The Tennessee section forms a rough rectangle 500 feet by 1500 feet extending south-southeast of Tri-State Marker.

The district includes 20 historic structures:

#### 1. Wilderness Road (G51-KV)

The Wilderness Road originally blazed by Daniel Boone led from Long Island of the Holston River (Kingsport, Tennessee) 208 miles to Boonesboro, Kentucky. In the vicinity of Cumberland Gap it led from the Tennessee-Virginia state line up the eastern slope of Cumberland Mountain to the saddle of the Gap then to the north-east curving to the east as it descended the mountain leaving the present park boundary near the confluence of Davis Branch and Little Yellow Creek. Prior to its designation as the Wilderness Road during the eighteenth century westward migration, this route was a buffalo trace used by Indians and occasional white traders and hunters. The path was gradually improved during the later half of the 18th century and widened for the use of wagons in 1796. It remained a wagon path in poor repair until an alternate route now obliterated by U.S. 25E brought the original route into disuse. During the Civil War, this route was part of the "Tazewell Road" and the "Kentucky State Road". The alternate route was macadamized in 1908 bringing traffic around the original route.

# 8 SIGNIFICANCE

## PERIOD

## AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

## SPECIFIC DATES

## BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

Cumberland Gap has been for centuries a passageway for man, being the only easily accessible pass through the Allegheny Mountains. It has witnessed the movement of peoples from aboriginal Indians to modern travelers, and has played an important role in the westward expansion of the United States. Its importance as a natural pass was emphasized during the Civil War by its fortification by both sides.

Prior to 1750, the primary users of this pass were Indians. Probably following buffalo paths, these early hunters found the route through the mountains and established a trail between the Tennessee Valley and the rich hunting grounds of Kentucky. Due to competition for game, different tribes began to battle for the right to use this land, and the trail became part of the "Warriors path".

After the discovery of Cumberland Gap by Dr. Thomas Walker in 1750, increasing numbers of white men from the Virginia and the Carolina Colonies passed through Cumberland Gap in search of new land and good hunting, but two wars and the fear of Indian attacks prevented large numbers of permanent settlers from going west before 1790. In the interim, men like Daniel Boone made the area and themselves famous by their long, perilous trips through the Gap into the Kentucky Wilderness. In 1775, Boone blazed a trail from the Holston River in Tennessee through Cumberland Gap to the Kentucky River, giving the route the name of "Boone's Trace".

During the 1790's a mass of immigrants passed through Cumberland Gap into Kentucky at the rate of nearly 100 per day. These people were lured to the cheap lands to the west, and began pouring through the Gap as soon as western travel seemed safe. But the Gap's gained importance began to decline as more people used the easier route through the Ohio Valley. Westward travel through the Gap nearly ceased by 1800. During the decade of heavy use, the trail through the mountains was known as "The Wilderness Road".

Through the nineteenth century, Cumberland Gap was a locally important commercial passage, used by stockmen and merchants more than immigrants. Only during the Civil War did the Gap again come to national prominence. Judged an important strategic pass by both sides it was strongly fortified including 15 defensive works, service and storage buildings, and roads, and held alternately by the Union and Confederate Armies, but never was the scene of a major battle. Since the Civil War, Cumberland Gap has continued to serve as a passage, though part of the Wilderness Road which gave it its original importance has been obliterated. The road has been improved, graded and widened continually during this century, as Cumberland Gap has continued its function as a passageway for man.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Kincaid, The Wilderness Road, LMU Press, Harrogate, TN, 1955

Johnston, First Explorations of Kentucky, Filson Club, Louisville, 1897

Scott, The War of Rebellion, A Compilation of the Official Records of the Union and Confederate Armies, GPO, Washington, 1887

Lyon, "Drawings of Fortifications at Cumberland Gap", National Archives, Washington, 1862

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 462

UTM REFERENCES

A 17 26,20,5,0 4,05,319,6,0  
ZONE EASTING NORTHING  
C 17 25,95,2,0 4,05,415,0

B 17 26,07,5,0 4,05,27,7,0  
ZONE EASTING NORTHING  
D 17 26,08,2,0 4,05,53,3,0

### VERBAL BOUNDARY DESCRIPTION

The boundary of nominated property is shown as the red on the accompanying 7.5 topographical map. Based on historic map and visible remains boundaries were established to include all known sites of significant historic resources and a buffer zone around known sites.

### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

Virginia	51	Lee	105
STATE	CODE	COUNTY	CODE
Kentucky	21	Bell	013
STATE	CODE	COUNTY	CODE
Tennessee	47	Claiborne	025

## 11 FORM PREPARED BY

NAME/TITLE

Keithel C. Morgan / Park Historian

ORGANIZATION

Cumberland Gap National Historical Park

STREET & NUMBER

P.O. Box 840

CITY OR TOWN

Middlesboro

DATE

(606) 248-2817

TELEPHONE

STATE

Kentucky 40965

## 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ☒

NO ☐

NONE ☐

Tucker Hill, Exec. Dir., Va. Historic Landmarks Comm. & State Historic Preservation Officer

See also Continuation sheet

3-26-80  
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National ☒ State ☐ Local ☐

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

Asst. Dir. Cultural Resources

DATE

12/5/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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The exact route of the original trace cannot be stated with certainty. However, evidence of the Civil War road is present and it is probable that it was the route of the original Wilderness Road. It consists of a 2700-foot section running from the Iron Furnace, near the Tennessee state line, through two switchbacks to near the saddle of the Gap where 1250 feet of roadbed is obliterated by U.S. 25E. The old road then runs south of 25E for 3480 feet ending at the Pinnacle Road near the base of the mountain. The Virginia portion is maintained as a hiking trail; the Kentucky portion is in good condition but overgrown.

2. Fort Foote (G-52)

Built in 1861, Fort Foote is a Civil War defensive position for cannon placement. The Fort is one of eight such forts of primitive earthwork construction placed along both sides of the road to defend against enemy movement through the pass. Of these eight, two forts have been obliterated by the construction of U.S. 25E. This fort was constructed by the Confederate Army which, under the command of General Felix Zollicoffer, first occupied the Gap in 1861. Named Fort Hunter by the Confederates, it was later called Fort Foote by the Union Army, and was occupied under General George W. Morgan in 1862. The Gap area and Forts changed hands twice again, remaining in Union control at the end of the War.

Fort Foote is located on the northwest slope of the Tri-State Peak at an elevation of 1820 feet. Originally it was a rectangular platform, 46' X 34', faced on two sides by 5' high earthen berms, reinforced by sod-filled baskets, or "gabions". The position included an 8' X 6', 7' high log powder magazine and a 4' wide rifle pit leading from the Fort to Tri-State Peak. The present remains of Fort Foote consist of a flat area with a 30' long mound on its southern edge and badly eroded remains of the rifle pit.

3. Fort Nathaniel Lyon (G-53)

Fort Lyon is a Civil War cannon position. Built by the Confederate Army in 1861, it was used alternately by both armies until the end of the War, and was called Fort Pitts by the Confederate Builders. The Fort is located on the ridge of Cumberland Mountain near the Pinnacle, at an elevation of 2505 feet. It was originally composed of six zig-zagging log and earthen walls, with 5 triangular abutments or "embrasures", and an underground log magazine. The structure measured 240' X 60' with a depth of 2'9" to 6'6". The magazine was 9' X 7', 8' high, and 10' underground. The present remains are four zig-zagging, overgrown mounds.

4. Fort Robert L. McCook (G-54)

Called Fort Rains by the Confederates, this structure is a Civil War cannon position built by the Confederates in 1861 and used alternately by both armies until the end

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of the War. It is located on the west slope of the Pinnacle at an elevation of 1860 feet. Originally the Fort was a semicircular platform measuring 49' X 45' with four 5' walls of earth, reinforced with gabions and a log retaining wall. Presently the site consists of the platform with portions of the berms existent but partially overgrown. This is a developed interpretive site with a cannon displayed and two wooden signs. Adjacent to the site are a paved path and parking lot.

5. Fort Farragut (G-55)

This Fort is a Civil War cannon position called Fort Churchwell by the Confederates who built it in 1861. It was held alternately by each army until the end of the War. It is located on the ridge of Cumberland Mountain south of the Tri-State Marker, at an elevation of 2040 feet. It was originally a linear structure with a long, gabion-reinforced wall, and a shorter wall angled at one end. It measured 35' X 70' with a wall height from 2'9" to 3'3". It is now a signed interpretive site with a curved mound 60' long. It is so badly deteriorated visitors cannot identify it as a earthwork fortification.

6. Fort Edgar (G-56)

This Civil War Cannon position was built in 1861 and called Fort Green by the Confederate builders. It was used by both armies throughout the War. It is located on the north slope of the mountain near the Pinnacle, at an elevation of 2260 feet. It was originally a 200' X 300' oval hilltop, bordered by a 10' earthen wall. It included gabions at one corner and four rectangular mounds in the interior for cannon placement. At present, the site is heavily overgrown, but the perimeter berm is intact and traces of the interior mounds exist.

7. Fort McRae (G-57)

A Civil War cannon position, this fort was built in 1861. It was first named Fort Mallory, and was used by both armies throughout the War. It is located on the west slope of the Pinnacle at an elevation of 1960 feet. It was a generally rectangular 68' X 40' structure with a seven-sided earth and gabion wall 5' high, and a 10' X 10', 6' high magazine in the center. A rifle pit extended 750 feet from the Harlan Road. Present remains include a small corner of the berm and the rifle pit.

8. Morgan's Commissary (G-58)

This Civil War structure was used to house and disperse supplies. It was built in early summer 1862 by the Union Seventh Division under General Morgan, and was burned in September of that year during Morgan's evacuation of the Gap. It is located on the north slope of Tri-State Peak at an elevation of 1680 feet. The building was

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probably of log construction and was 180 feet in length. The present remains consist only of a flattened level area of the same length.

9. Union Powder Magazine (G-59)

This underground structure was used for the storage of gun powder during the Civil War. Built in 1861 or 1862 by either army, it was exploded during Morgan's evacuation in September 1862. It is located on the north slope of the Tri-State Peak at an elevation of 1760 feet. Details of its original design are unknown and the remains consist of a crater, 52' X 30', 30' deep.

10. Harlan Road (G-60)

The Civil War period wagon road ran from Cumberland Gap, north to Harlan, Kentucky. It was probably built during the Civil War, which is when historical evidence first appears, and was used until the Skyland Road (now called the Pinnacle Road) was constructed over a portion of it in 1929, prior to the area becoming a Park. The Harlan Road runs north from the Saddle of the Gap past Fort McCook. Originally, an unimproved dirt road, it's present remains within the historic district consist of a 10-foot wide overgrown trace running 1100 feet north from the Pinnacle Road near Fort McCook. After leaving the historic district the road disappears and only isolated sections can be identified.

11. Fort McCook - Fort Lyon Road (G-61)

This dirt road was built during the Civil War to service the Forts, and was probably used until the Skyland Road was built in 1929. It ran from Fort McCook up to Fort Lyon, along the ridge of the mountain, and down the east slope through Lewis Hollow. The only remains are a 2200 foot portion between the two forts. This trail is heavily overgrown and deeply eroded in several places.

12. Fort Farragut Road (G-62)

This was an unpaved wagon trail built and used during the Civil War to provide service to defensive positions on Cumberland Mountain south of Cumberland Gap. It led from near the saddle of the Gap south-southwest 1100 feet where it branched, One fork extending 850 feet to Fort Foote; the main road ran up Tri-State Peak through Kentucky and Virginia 2250 feet to the point where Kentucky, Tennessee, and Virginia join. From there it ran another 1800 feet into Tennessee along the ridge of the mountain to Fort Farragut.

It was probably used extensively as a trail until 1958 when the park roads were built.

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The historic roadbed is now used as the Tri-State Trail except one 800' section that parallels the Tri-State Trail at a slightly lower elevation west of the Tri-State Marker. The portion used as a trail is clear of vegetation but not paved or graveled. That portion not used as a trail is overgrown with forest but is structurally intact. While during the Civil War the surrounding area was cleared of vegetation, the present trail is bounded on both sides by a new growth of Oak-hardwood forest. The trail averages 10' in width.

13. Iron Furnace (G-63)

This structure was used during the nineteenth century as a charcoal blast furnace for smelting iron. Probably built between 1813 and 1835 by Martin Beaty, it was operated intermittently until about 1881, by a number of people including John G. Newlee for whom the foundry was named at the end of the century. The foundry and buildings were used for ammunition storage for a part of the Civil War. This foundry is considered one of the last examples of a cold-blast charcoal furnace.

The furnace is located at the base of Cumberland Mountain, next to Gap Creek near Cumberland Gap, Tennessee, at an elevation of 1350 feet. In 1870, the foundry group consisted of the blast furnace itself, a 25' X 26', 35' high limestone chimney lined with firebrick; a casting shed, a 15' X 20' single story frame building connected to the south; a 2½ story, 30' X 45' storehouse to the north, with a 30' overshot water wheel to power the blast machinery; and a fleming mill detached from the complex nearby. Presently the site includes the 30' remains of the blast furnace, a grass-covered slag pile, a large stone with drill-holes for splitting it, and a portion of a flume, cut to channel Gap Creek around the foundry.

14. Battery # 3 (G-64)

This structure is one of fifteen Civil War defensive positions identified by Captain Sydney Lyon in 1862. These defenses were constructed by both the Confederate and Union Armies who alternately occupied the Gap during the Civil War in an effort to block enemy movement through the mountain pass. Battery # 3 is one of seven numbered batteries constructed by the Union Seventh Division under the command of General George W. Morgan in 1862. It was designed for placement of either small cannon or riflemen, and is located at the base of Cumberland Mountain, near the Wilderness Road, at an elevation of 1350 feet. Originally the Battery consisted of an angled earthen wall with sod-covered parapet, two protruding "embrasures", a powder magazine, and a 200' rifle pit. The structure measured 70' X 56' and was 13½" deep. Presently there exists an elongated mound, split by a drainage and overgrown with pine trees. The rifle pit is no longer identifiable.

15. Battery # 5 (G-65)

Constructed by the Union Army in 1862, this site was used for placement of cannon or



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rifle defenses. It is located in the Gap near Solider's (Cudjo's) Cave at an elevation of 1670 feet. Originally it was a linear trench lined with logs and outfitted with three embrasures. The site measured 36' X 70', and 8' deep, with 20' long embrasures. The remains consist of two small mounds and a pile of stones.

16. Battery # 6 (G-66)

This battery was constructed in 1862 by the Union Army for cannon or rifle defenses. It is located below the saddle of the Gap by the Wilderness Road Trail at an elevation of 1560 feet. It was originally a rectangular pit, 120' X 70', with six log embrasures. Now a portion of one of the berm sides remains.

17. Battery # 7 Road (G-67)

This Civil War service road ran south from the saddle of the Gap along the east side of Tri-State Peak, crossed the Tennessee-Virginia line, and ended at Battery # 7. After the Civil War, this road was apparently used as access to a house site that developed adjacent to Battery # 7 location. The road is currently overgrown with mixed hardwood forest but is structurally intact from Battery # 7 to within 100 yards of Highway 25E in the Saddle of the Gap. This section partly within the L & N Railroad right-of-way is heavily overgrown and has been disturbed by power-line and highway construction.

18. Battery # 7

Built by the Union 7th Division under General George Morgan in 1862 for cannon defenses, Battery # 7 was originally an angled earthen wall, sod-covered with log reinforced inner wall and three log reinforced gun embrasures. The front wall was originally 8' high, the back 9', with overall dimensions of 125' X 60'. Although the current dimensions remain the same the walls are eroded to an average height of 3'. The Battery form is well preserved, but overgrown with young Tulip and Paw-Paw Trees and a protective ground cover of myrtle. It is located just inside the park boundary in Tennessee 750' southeast of Tri-State Peak at approximately 1700' elevation and its southern tip is crossed by the power line right-of way.

19. Battery # 2

Battery # 2 remains today only as a cleared area used since the War for a house site. It is densely overgrown with Kudzu and can be identified only by a terrace on the hillside with a slight rise on its lip and short sections of rifle trenches in the woods on either side. The cleared area is about 60' X 35' and is all that

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remains of a curved earthwork with 3 log reinforced embrasures, front sodding and log reinforcing at ends, a centrally located 10' X 20' X 7' magazine in the back wall and 300' rifle trenches on each side. The work was constructed by Morgan's Union forces in 1862. It is located just north of the Virginia-Tennessee line 1500' west of Tri-State Peak at 1360' elevation.

20. Battery # 4

Battery # 4, was an L-shaped earthwork with two log and barrel reinforced embrasures facing east, a plank barquette running eastwest, and powder magazine at the junction on the L. The eastwest leg, on the north end, was 30' long, the northsouth leg 95' long, and the work was approximately 30' wide and 12' deep. A 700' rifle pit connected Battery # 4 to other defenses to the west. The work was constructed by Morgan's Union forces in 1862. It remains only as a level area with a very slight lip on the north side and a 200' section of rifle pit. The site, 500' southeast of the Iron Furnace was used for a house, so remains partially clear but identifiable remains are practically destroyed.

Several Civilian structures used by military forces in what is now the town of Cumberland Gap are identified on historic maps. Like Battery # 1, the town has developed over these sites until all remains are gone and even the site of structures other than those described cannot be identified. The following structures and sites located within the district are non-conforming elements that intrude upon the historic properties.

A. Highway U.S. 25E

This paved, two and three lane highway bisects the nominated property and passes through Cumberland Gap. Although owned by the U.S. the highway is on a deed easement and maintained by Kentucky and Virginia.

B. Pinnacle Road and Overlook Complex

This narrow paved highway extends four miles from the Visitor Center to the top of Cumberland Mountain to provide visitor access to that area. Near the ridge is a paved parking lot and a stone overlook platform constructed on Pinnacle Road overlooking the historic Gap.

C. Information Shelter

Adjacent to the Pinnacle Road parking area is a small structure with three rooms used to dispense information during the summer and to provide restroom facilities year round. The structure is a modern development with no historic significance.

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**D. Baumgardner House**

A two story white frame building constructed in the 20th century, the house served as a private residence in the town of Cumberland Gap prior to its acquisition by the National Park Service. The structure does not have any relation to the parks major themes--18th century westward expansion, the American Civil War, or industrial development prior to 1900. There is no information available to link the structure to any significant historical events in the locality. The house, located near the Iron Furnace (Structure G-63) is presently used for park quarters.

Architecturally the house is typical of thousands of existing Appalachian Mountain homes of this century. There are several similar structures in the town of Cumberland Gap. As originally constructed it was a square two story wood frame building with exterior brick chimney. Interior changes prior to Park Service ownership have not been documented. A gable porch supported by four brick pillars extending the full length of the front was added prior to acquisition by the National Park Service. The weather board exterior and tin roof were completely replaced by the National Park Service in 1974.

**E. Storage Building**

Adjacent to the Baumgardner Residence (No. 3) is a 6' x 9' brick building with gabled tin roof. It is to be removed when the residence is removed. The structure has no significance to the historic periods represented by the park.

**F. Railroad Right-of-Way**

This 100' wide corridor above a railroad tunnel owned by Louisville and Nashville Railroad bisects the nominated property from near the park visitor center to Cumberland Gap, Tennessee. Within the corridor all tree growth is removed periodically and above ground telephone and telegraph lines on wooden poles are maintained.

**G. Power Line Right-of-Way**

These high voltage electric transmission lines on double wooden support poles maintained by Kentucky Utilities Company enter the nominated property near Middlesboro, Kentucky, pass several Civil War structures on Tri-State Trail, cross the ridge at Tri-State Marker and exit the park near Battery #7. The corridor is cleared of trees creating a visual impact in both sides of the mountain.

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H. Cudjo's Cave

The cave and souvenir shop on the opposite side of U. S. 25E are held under a reserved right by Lincoln Memorial University. The University uses the water from large springs found in the cave and also conducts tours of the cave. There are no clearly established historical associations except that the cave was an attraction for troops stationed in the area during the Civil War. Tradition attributes use for military purposes, but no documentary evidence exists.

There are a total of 27 structures and sites within the historic district. Of these 20 contribute to the qualities that make the property eligible for nomination while the remainder do not.

The park museum items are also considered historic resources. Of the many items in the park museum collection, only a few catalogued items can be identified as original objects used, manufactured, or having significance within the area nominated. Most appropriate objects are metal remains found onsite by employees and park visitors. A few items are tools and foundry by-products associated with the Iron Furnace that operated intermittently in the nominated property from 1820 to 1880. Most objects are projectiles and metallic accouterment parts associated with military occupation of the Gap from 1861 to 1865. Also included in the collection are several American Indian relics, mainly stone projectile points, collected at various locations within the area.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

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U.S. Highway 25E and other modern conveniences have caused the Gap to lose some of its historical flavor; however it is still the scene of one of the great migrations to the west. Loss of the Gap and its remaining historic structures would mean the loss of an area that effectively tells of the great trans-Allegheny migration of 1775-1800.

Objects in the collection are important because of their association with the nominated property. Having a direct relationship to two historic periods represented by the park they are necessary to document park themes.. They also present research opportunities to staff and people other than employees because they document the details and characteristics of past occurrences that will not be repeated.

Since no well defined boundaries existed in the historic period and the physical character of the landscape within the proposed district has changed, boundaries were based on historic maps and remaining significant evidence of past human activity associated with park themes - westward expansion, Civil War, and industrial development. An arbitrary boundary for the district was thus established to include all known sites of significant historic resources and a buffer zone around known sites while creating a boundary that can be identified both on maps and the landscape.

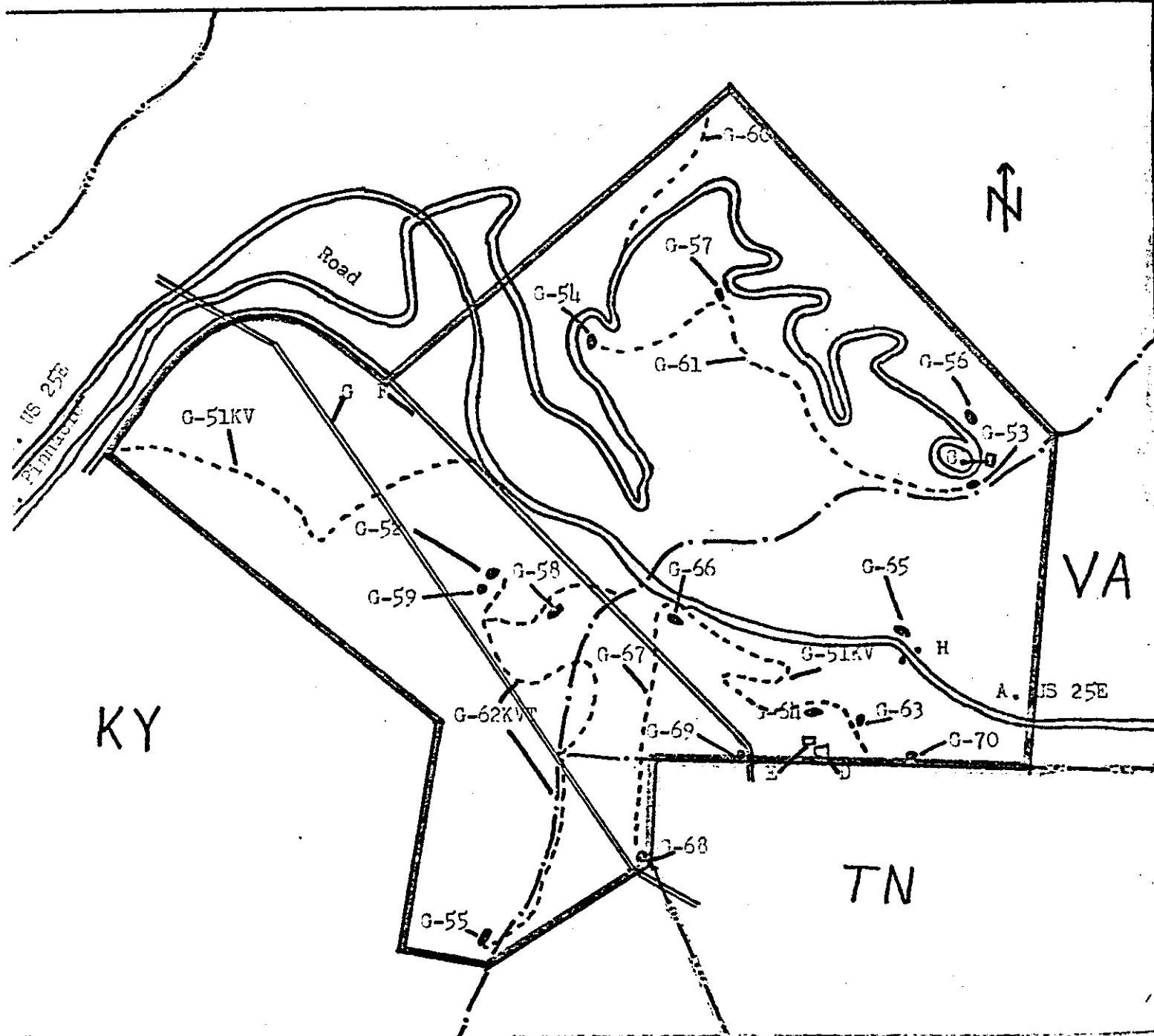
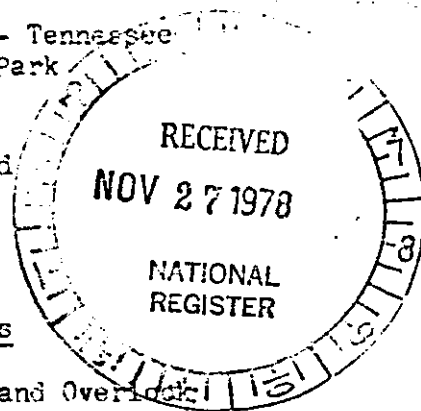
Cumberland Gap Historic District--Kentucky-Virginia- Tennessee  
Cumberland Gap National Historical Park

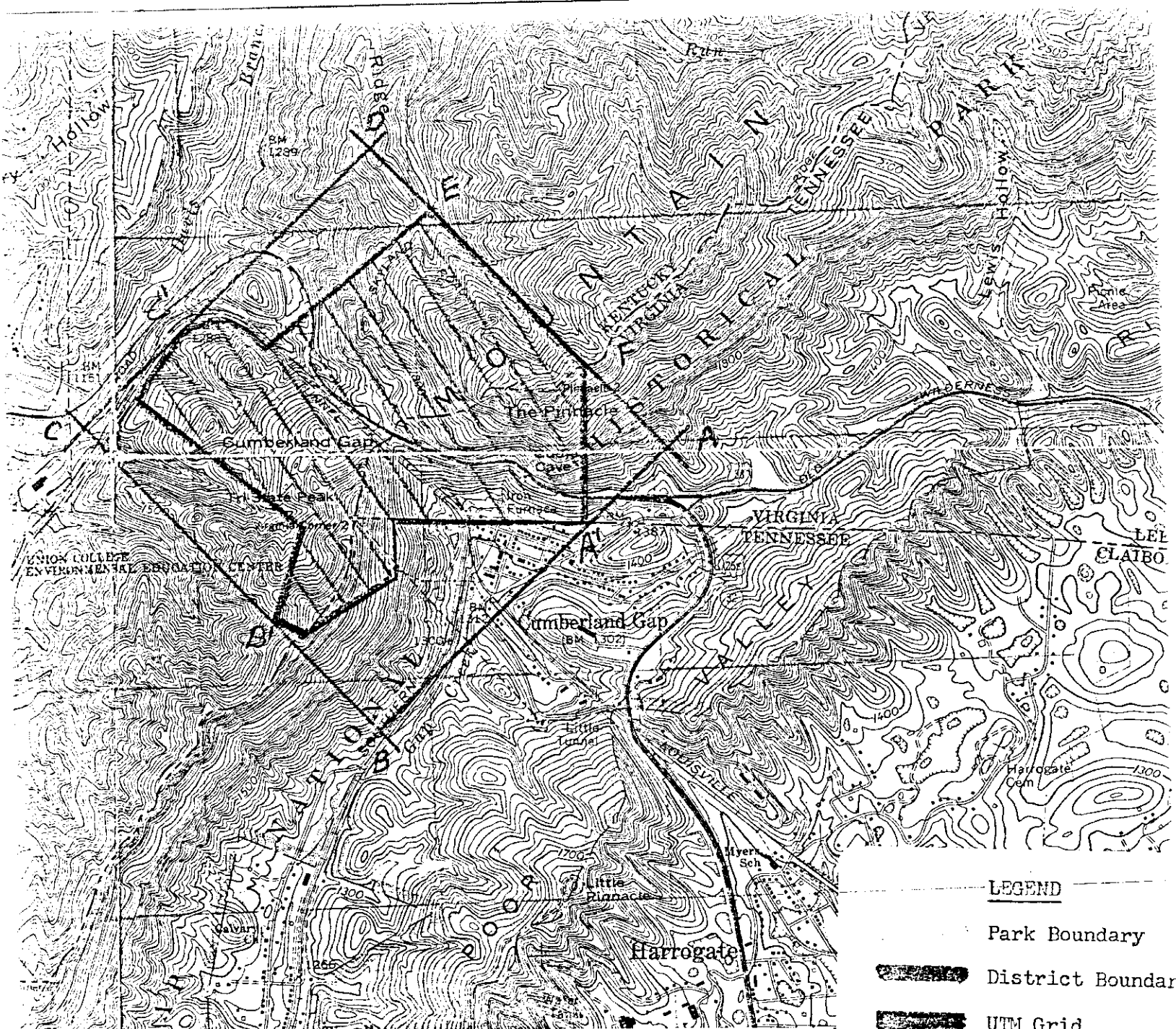
STRUCTURES	H.O. #s
01 G-51KV Wilderness Road	052-017-16 G-66
02 G-52 Fort Foote	052-017-17 G-67
03 G-53 Fort Lyon	052-017-18 G-68
04 G-54 Fort McCook	19 G-69
05 G-555 Fort Farragut	20 G-70
06 G-56 Fort Edgar	
07 G-57 Fort McRae	
08 G-58 Morgans Commissary	
09 G-59 Union Powder Magazine	
10 G-60 Harlan Road	
11 G-61 Fort McCook-Fort Lyon Road	
12 G-62KVT Fort Farragut Road	
13 G-63 Iron Furnace	
14 G-64 Battery #3	
15 G-65 Battery #5	

052-017-16 G-66	Battery #6
052-017-17 G-67	Battery #7 Road
052-017-18 G-68	Battery #7
19 G-69	Battery #2
20 G-70	Battery #4

Non-conforming Elements

- A. Highway US 25E
- B. Pinnacle Road and Overlook
- C. Information Shelter
- D. Baumgardner Residence
- E. Storage Building
- F. Railroad Right-of-Way
- G. Power Line Right-of-Way
- H. Cudjos Cave





# CUMBERLAND GAP HISTORIC DISTRICT Kentucky, Tennessee, and Virginia

## UTM Grid References

A.	17/262050/4053960	A <sup>1</sup> .	17/261710/4053650
B.	17/260750/4052770	B <sup>1</sup> .	17/260330/4053280
C.	17/259520/4054150	C <sup>1</sup> .	17/260000/4054590
D.	17/260820/4055330		
E.	17/261090/4055080		
F.	17/261730/4054350		

